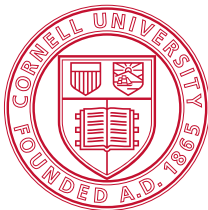


Tompkins County/Cornell Employee Commuter Survey

Phase I Cornell Employees

Summary Report
June 2005



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1. Purpose

The main purpose of this survey was to understand more clearly how members of the Tompkins County/Cornell community get to work, why they choose one transportation mode over another, and what other options might be considered, if they were available.

The first step in this process was a countywide survey into ways by which the county transportation infrastructure, including park-and-ride lots, might be adjusted to make movement from home to work and elsewhere easier and more efficient.

Definition: Park & Ride consists of parking facilities at transit stations, bus stops and other strategically selected locations, usually at the urban fringe, which facilitate transit and rideshare use. Some include bicycle parking. Parking is generally free or significantly less expensive than in urban centers. The Park and Ride facility may be used to drop off commuters – there is no need to park to use the system. Park & Ride facilities are usually implemented by regional transportation or transit agencies. In some cases, existing, underutilized parking (such as a mall parking lot) is designated for Park & Ride use.

Since the Cornell community represents the largest single group in the county, Phase I of the survey began with data from Cornell employees. Phase II will consist of a downtown business survey, and will be implemented in Fall 2005.

2. Methodology

Objectives

The Ithaca-Tompkins County Transportation Council and local officials, with its team in Cornell Transportation Services, developed a survey to assess the commuting habits and preferences of Cornell faculty and staff. In particular, it was desired to understand the Cornell community's attitude and willingness to use Park and Ride. A web survey was administered by Survey Research Institute (SRI) at Cornell (see Appendix A).

Sampling

A hardcopy announcement letter, authored by Hal Craft, VP for Administration and CFO, was mailed to Cornell employees on April 5, 2005 (see Appendix B). An invitation e-mail to participate in the survey was sent to 9,080 Cornell University employees (as identified by transportation records) on April 8, 2005 (see Appendix C). A total of three reminder e-mails were sent to non-respondents on April 13, April 20 and May 2, 2005 (see Appendix D). In total, 5,450 completed the web survey for an overall response rate of 60%. NOTE: Cornell employees also had the option to complete the survey via hardcopy. Less than 1% used this option.

Data Analysis

Structure of the Survey Data

The web-based instrument used in this study covered a few major areas: travel time and mode to and from work, attitude towards use of public transportation for work, attitude towards Park and Ride, desired features to increase likelihood of using Park and Ride, and household characteristics.

Questions were designed with option choices. Response categories were collapsed where appropriate and all missed responses from those who chose not to answer the question were excluded for the purpose of analyses using that specific question.

Reporting of Results

Presented in this report are frequency of responses by question, t-tests for significant differences in means for continuous control variables (e.g., miles to work, years in current residence), and χ^2 test for significant differences by categorical control variables.

3. Executive Summary

Who participated in the survey? What were the characteristics of their households?

In total, 5,450 Cornell employees responded to the survey. Of these respondents:

- 56% had 1-2 people in their household.
- 30% had a household income less than \$50,000.
- 25% had a household income of \$100,000 or more.
- 63% lived with other employed person(s).
- 72% had 2 or more registered cars in their household.
- 79% had 2 or more registered drivers in their household.
- 76% were residents of Tompkins County.

These respondents were representative of Cornell employees overall in terms of their demographic characteristics.

1,337 of those surveyed were non-Tompkins County residents. These respondents:

Have lived at their current residence for 13 years, on average.

- 88% owned their home.
- 41% lived in Tompkins County in the past (75% more than 5 years ago).
- 52% lived outside Tompkins County because of housing costs.
- 41% preferred the quality of life in their community.
- 40% wanted to be near their family/friends.
- 29% would consider moving to Tompkins County if housing was more affordable.
- 23% would consider moving to Tompkins County if housing was more available.
- 80% would want a single-family home if they moved to Tompkins County.
- 40% would want a rural residence with 10 or more acres of land if they moved to Tompkins County.
- 49% would want to live in a traditional village.
- 48% would want to be in a rural area dominated by forests.

During what times are these commuters traveling to and from work and how long does it take?

Of all respondents (5,450 Cornell employees):

- 50% had a commute to work that was 20 minutes or less (47% for the ride home).
- 26% had a commute to work that was more than half an hour (28% for the ride home).

70% arrived and left at the same times nearly every day or have hours that vary occasionally

The largest portion (approximately 40%) of those working on weekdays arrived at work between 7:50 and 8:30 a.m.; about one-fifth arrived off-peak (not between 7:00 and 9:00 a.m.).

About four out of ten left work between 4:20 and 5:00 p.m. on weekdays; roughly one-third left work at off-peak times (not between 3:30 and 5:30 p.m.).

What mode of transportation was used by Cornell employees?

Of all respondents (5,450 Cornell employees):

- 81% do not always walk, bike or take transit to and from work (*vehicular commuters*).
- 19% said they do always walk bike or take transit to and from work (*non-vehicular commuters*).

Non-vehicular commuters had lower incomes, were less likely to have other employed person(s) in their household, and had fewer registered cars and licensed drivers in their household.

When asked about the specific mode of transportation used each day in a typical week, the vast majority of respondents drove to and from work – mostly alone, sometimes in a carpool.

Why do commuters not take transit more often and what would encourage them to do so?

Reasons for not taking transit more often (among 4,382 *vehicular commuters*):

Personal reasons:

- 43% needed their car for errands or other reasons.
- 34% liked the independence of having their own car.
- 23% needed their car to transport kids to daycare, after school activities, etc.
- 23% needed their car for business reasons.

Service issues:

- 28% said transit service is not available when they need it.
- 23% said transit takes too much time.
- 19% said there is no bus stop nearby.

If *vehicular commuters*' concerns were addressed (among 4,398 *vehicular commuters*):

28% would take transit most of the time, particularly concerned about transit service not being available when they need it (57% of these were individuals who only used a vehicle to commute to/from work in a recent typical week – i.e., no transit used at all.)

These individuals had a lower household income, slightly more likely to not live with other employed person(s), and had fewer registered cars in their household.

40% would take transit some of the time (78% of these were individuals who only used a vehicle to commute to/from work in a recent typical week – i.e., no transit used at all).

32% still would not take transit under any circumstances.

Factors that would lead to taking transit more often (among 2,915 *vehicular commuters* who would consider taking transit more often):

69% would take it if better transit service was available.

36% would take it if they were guaranteed a ride in an emergency.

28% would take it if there were additional employer incentives.

25% would take it if the cost of commuting using one's own vehicle increased.

25% would take it if they were able to do errands during the commute.

Importance of issues that would encourage use of Park and Ride (among approximately 2,600 *vehicular commuters* who would consider taking transit more often):

76% said reaching work on time ranked in the top 3 (out of 7 items) in terms of importance.

52% said location of parking ranked in the top 3.

50% said the need for a guaranteed ride ranked in the top 3.

48% said the cost difference (between using Park and Ride and driving all the way and parking) ranked in the top 3.

The following represents the extent to which different approach routes were used by *vehicular commuters* who would consider taking transit more often. In addition, the leading specific Park and Ride (PNR) locations that were of greatest interest for each approach route are listed:

(NOTE: The % shown for each potential PNR location represents the % of those approaching from that route.)

24% (681 people) approached from the North (Lansing – Routes 34 and 34B, Triphammer Road, or Warren Road).

Of these, the most preferred PNR locations were:

38% Pyramid Mall vicinity (including Triphammer Mall, Cayuga Heights/Community Corners

21% (570 people) approached from the Northeast (Cortland/Dryden – Routes 13/366).

Of these, the most preferred PNR locations were:

22% Village of Dryden

19% NYSEG

15% (407 people) approached from the Southeast (Caroline – Route 79).

Of these, the most preferred PNR locations were:

24% Vicinity of Brooktondale

17% Bethel Grove

9% (250 people) approached from the South (Newfield/Van Etten – Routes 13/34/96).

Of these, the most preferred PNR locations were:

20% Hamlet of Newfield

20% Southwest area of the City in the vicinity of Wegman's/WalMart/Lowe's

9% (249 people) approached from the Northwest (Trumansburg – Route 96).

Of these, the most preferred PNR locations were:

40% Village of Trumansburg.

26% Vicinity of the Cayuga Medical Center and PRI

9% (233 people) approached from the South (Danby – Route 96B).

Of these, the most preferred PNR locations were:

38% Ithaca College

22% Hamlet of Danby

21% Near the border with Tioga County

7% (210 people) approached from the West (Mecklenburg – Route 79):

Of these, the most preferred PNR locations were:

27% Vicinity of Route 79/SR-327 intersection

27% Vicinity of Route 79/West Have Road intersection

How important is having retail and services at Park and Ride facilities?

Of 2,826 *vehicular commuters* who said they would consider taking transit more often in the future if their concerns were addressed:

10% said having retail and services was very important and would make them consider using Park and Ride.

47% said it was important and would be convenient, but not a factor in their decision.

43% said it was not an important to their decision.

Types of stores and services preferred at Park and Ride facilities (among 2,532 *vehicular commuters* who would consider using transit more often):

71% Grocery/Convenience store (1st, 2nd or 3rd choice)

38% Coffee shop

35% Bank

32% Gas station

4. Results

4.1 Demographics

In order to help better understand respondents' perspectives, they were asked to report several descriptive characteristics about their households. (See Table 1.)

Overall, more than one-half (56%) of the households surveyed had one or two people, more than one-third (38%) had three or four people and only about one out of twenty (6%) respondents lived in households with five or more people.

A wide range of income levels were surveyed, with approximately three out of ten (30%) having a total household income less than \$50,000, one-fourth (25%) earning \$50,000 to \$74,999, one-fifth (19%) earning \$75,000 to \$99,999 and one-fourth (25%) earning \$100,000 or more.

Nearly two-thirds (63%) of these commuters had other employed people in their household.

The vast majority had two or more registered cars (72%) and two or more licensed drivers (79%) in their household.

More than three-fourths (76%) of those surveyed were current residents of Tompkins County.

Table 1.**Demographic Characteristics of Households**

Characteristic	Total Respondents
Household size	% <i>Base N=5,385</i>
1-2 persons	56.1
3-4 persons	37.6
5+ persons	6.4
Household income	% <i>Base N=4,897</i>
Less than \$25,000	3.8
\$25,000 - \$49,999	26.6
\$50,000 - \$74,999	25.1
\$75,000 - \$99,999	19.4
\$100,000 or more	25.2
Other employed person(s)	% <i>Base N=5,359</i>
Yes	63.0
No	37.0
Number of registered cars	% <i>Base N=5,374</i>
0	1.3
1	27.2
2	51.7
3	14.6
4 or more	5.2
Number of licensed drivers	% <i>Base N=5,341</i>
0	0.6
1	20.2
2	64.8
3	10.4
4 or more	3.9
Resident of Tompkins County	% <i>Base N=5,450</i>
Yes	75.5
No	24.5

Several additional questions were asked of those who do not currently live in Tompkins County. (See Table 2.) On average, these commuters had been living in their current residence for 13 years and nearly nine out of ten (88%) owned their residence. More than four out of ten (41%) of these commuters have lived in Tompkins County in the past – most (76%) more than 5 years ago.

Table 2.

Additional Characteristics of Non-Tompkins County Residents

Characteristic	Non-Tompkins County Respondents
Years at current residence	Years Base N=1,320
Mean	13
Standard Deviation	11
Min	Less than 1
Max	62
Rent or own residence	% Base N=1,314
Rent	12.3
Own	87.7
Ever lived in Tompkins County	% Base N=1,330
Yes	40.5
No	59.5

The leading reason given for living outside of Tompkins County was that housing is less expensive (52%), followed by preferring the quality of life where they live (41%) and/or being closer to family and friends (40%). One-third (33%) said they live elsewhere because the property taxes are lower, and about one-fifth cite a preference for the schools (21%) and/or their spouse's or partner's job (18%) as the reason for living outside Tompkins County.

About three out of ten (29%) said that if housing were more *affordable* in Tompkins County, they would consider moving closer to where they work. Slightly less than one-fourth (23%) of these Cornell commuters said they would consider moving closer to work if housing were more *available*.

When asked what type of *housing* they would be interested in if they ever moved to Tompkins County (with multiple responses allowed), the vast majority (80%) said they would want a single family residence and four out of ten (40%) picked a rural residence with 10 or more acres of land. (See Chart A.)

In terms of the type of *area* they would like to live in if they moved to Tompkins County (again, with multiple responses allowed), about one-half picked in or adjacent to a traditional village (e.g., Groton, Dryden, Freeville, Trumansburg) (49%) and/or in a rural area dominated by forests (48%). Roughly one-third said they would be interested in a rural area dominated by farms (37%), in or adjacent to a rural hamlet (e.g., Brooktondale, Danby, McLean, Jacksonville) (36%), and/or in or adjacent to a suburban village (e.g., Lansing, Cayuga Heights) (31%). About one-fifth said they would like to be in or adjacent to a city neighborhood (e.g., Fall Creek, Belle Sherman) and/or in a suburban area (19%). (See Chart B.)

Chart A.

Type of Housing Would be Interested In
(among non-Tompkins County residents, multiple responses allowed)
Base N=388

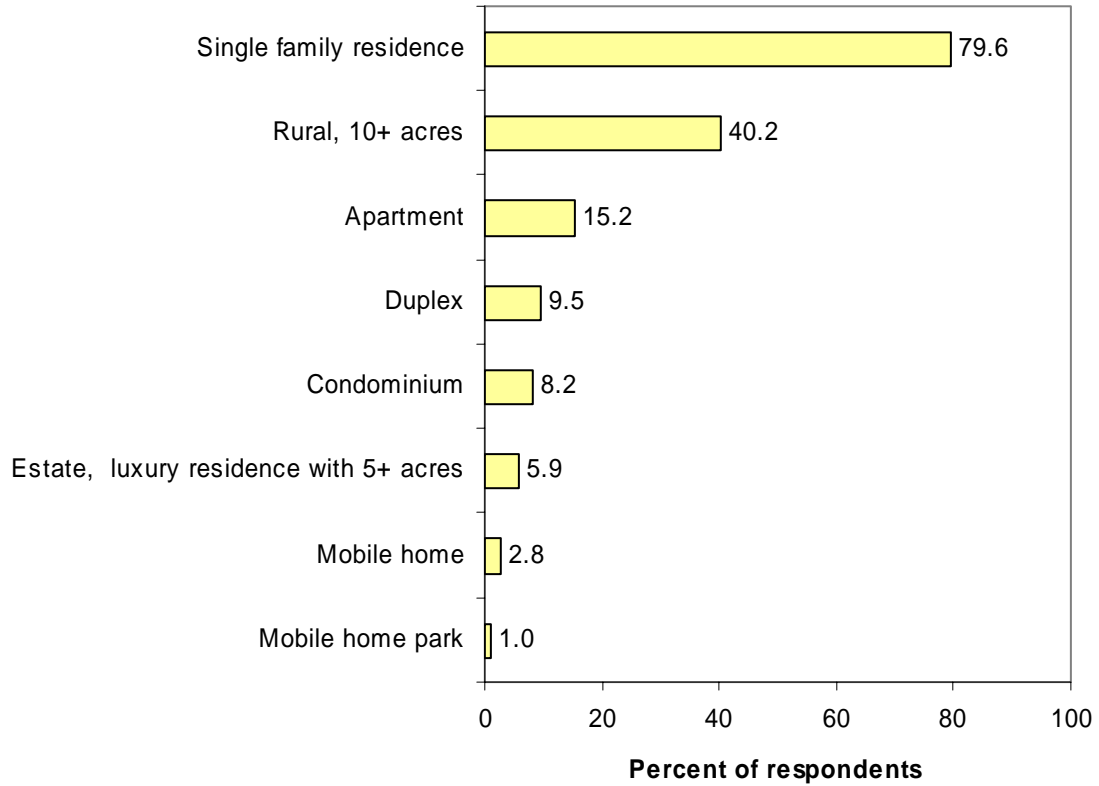
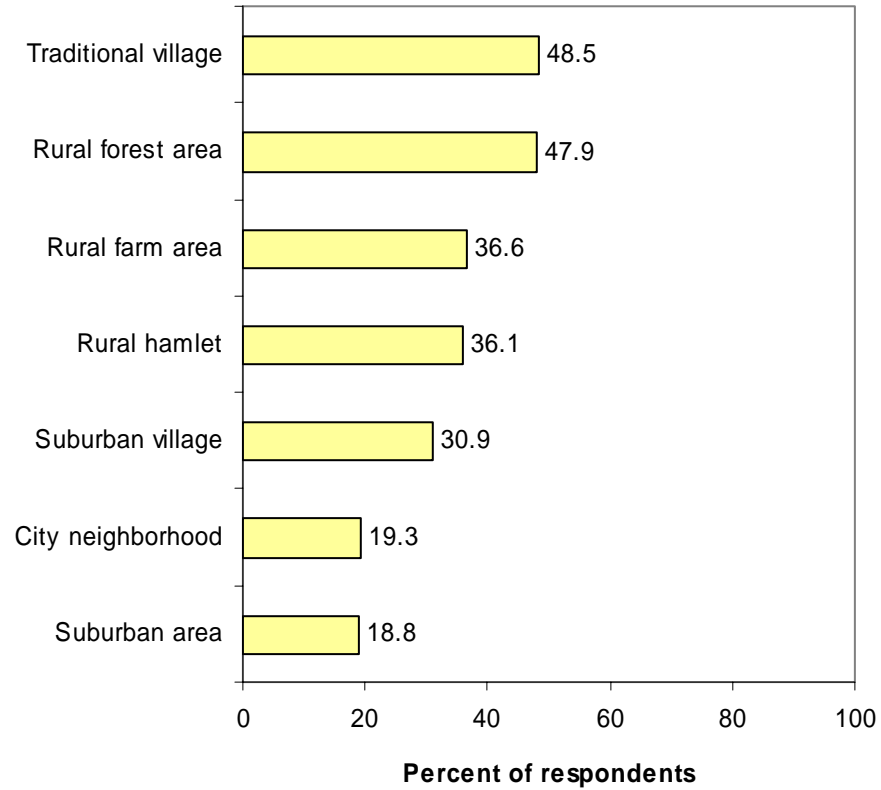


Chart B.

Type of Area Would be Interested In
(among non-Tompkins County residents, multiple responses allowed)
Base N=388



4.2 Timing of Commute

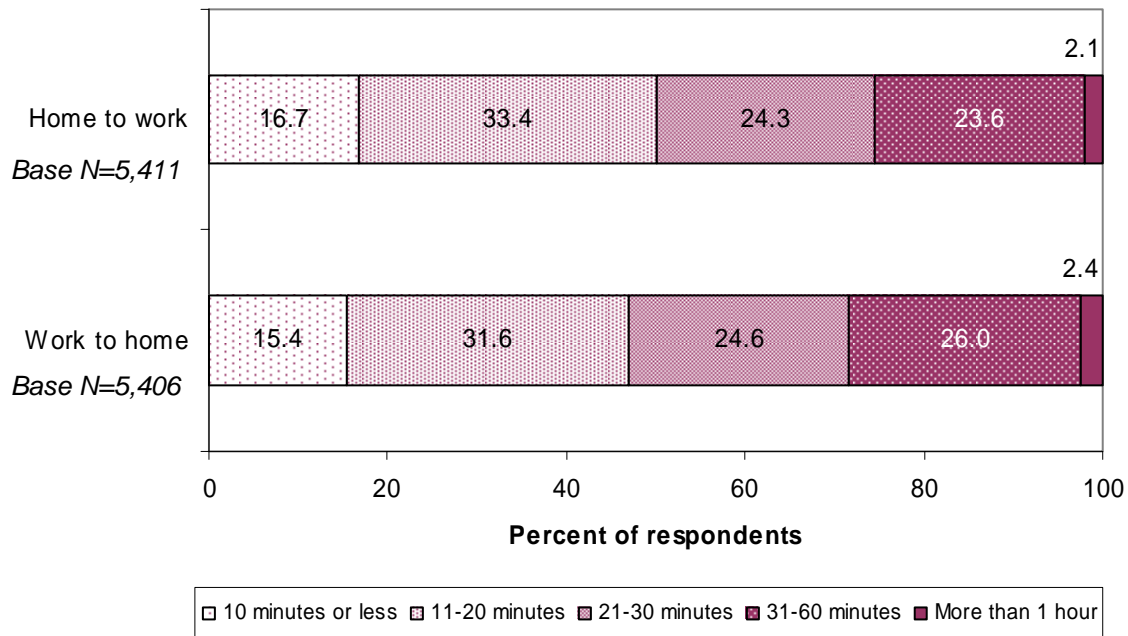
Respondents provided two different measures to help understand the extent of their commute. First, they selected a response in terms of minutes (how many minutes it usually took them to get to and from work, with response options provided in 5-minute ranges). Then, they were asked to write in the actual number of miles from their home to work.

Not surprisingly, the length of the commute for these workers was about the same going to work as it was to go home again at the end of the workday. For about one out of six (17% to work, 15% home) respondents, this commute took 10 minutes or less. About one-third (33% to work, 32% home) said it took them 11 to 20 minutes to get to work, one-fourth (24% to work, 25% home) were en route for 21 to 30 minutes and another one-fourth (24% to work, 26% home) spent more than 30 minutes but less than an hour to get to work. Only a small fraction (2% to work, 2% home) traveled more than an hour to get to their job. (See Chart 1.)

More than one-third (37%) of those surveyed worked 5 or fewer miles from home. About one-fifth (21%) had a 6-10 mile commute and roughly the same proportion (24%) traveled 11-20 miles to work. About one out of ten (12%) commuted 21-30 miles and 6% travel 31 miles or more. The shortest distance to work reported was 1 mile (5%, or 277 people out of 5,382 answering) and the longest was 111-115 miles (<1%, or 2 people out of 5,382 answering; 23 people reported a distance of 61 miles or more). The median distance reported was approximately 8 miles.

Chart 1.

Length of Commute in Minutes

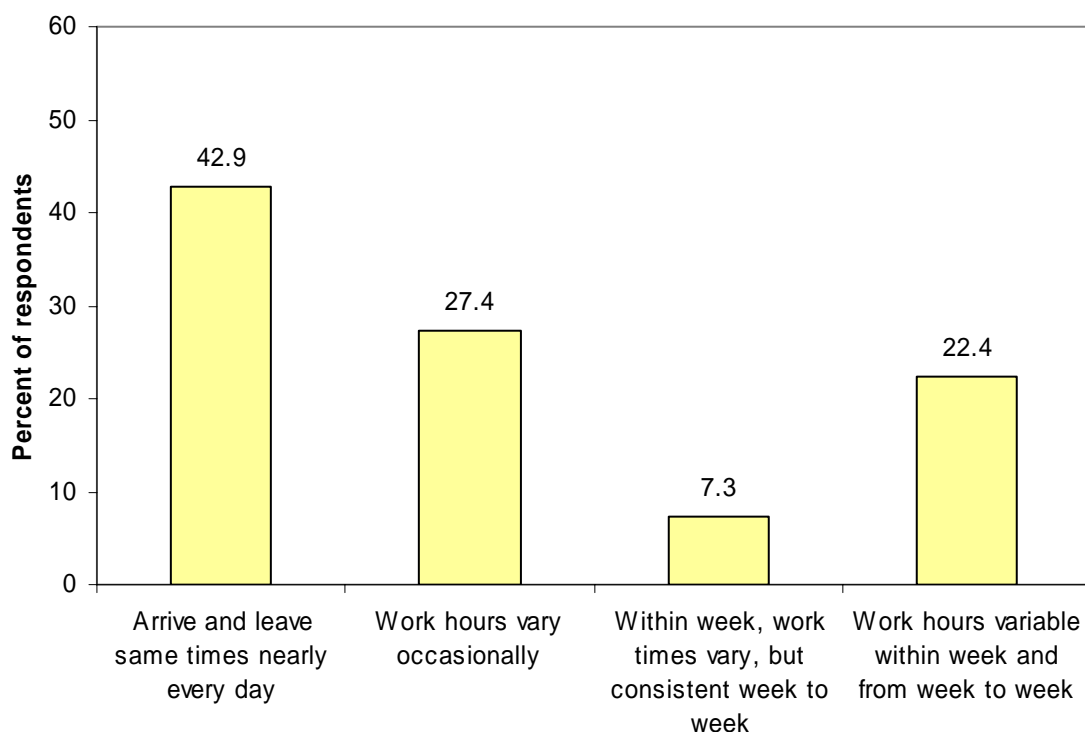


Employees were asked whether their work hours varied or were consistent, both within the week and from week to week.

Most (70%) of the Cornell employees surveyed had consistent work schedules – 43% arrived and left work at the same time nearly every day and 27% said that their work hours varied only occasionally. However, a sizable minority (22%) of these commuters said that their schedule was completely inconsistent and can vary within a week and from week to week. And, another 7% said that even though their schedule was consistent from week to week, it could vary from day to day within the week. (See Chart 2.)

Chart 2.

Distribution of Variability of Work Hours
Base N=5,419



Again, using 5-minute ranges as response options, respondents selected the approximate time that they arrived at work and left work. Because many reported having schedules that varied, they provided this information for each day of the week.

Roughly four out of ten commuters arrived at work between 7:50 a.m. and 8:30 a.m. each weekday morning that they worked, with little variation from day to day. About one-fourth arrived between 7:00 a.m. and 7:45 a.m. Monday through Friday and about one-eighth as many arrived between 8:35 and 9:00 a.m. regardless of the day. During the week, approximately one-fifth of these commuters were getting to work at off-peak times (i.e., not between 7:00 a.m. and 9:00 a.m.). This number jumped dramatically among weekend workers, when the majority (65% on Saturdays and 70% on Sundays) were getting to work at other times of the day. (See Table 3a1.)

The actual number of people (out of the 5,450 surveyed) traveling at different times during the typical weekday morning commute to work is shown in Table 3a2.

Table 3a1.

Time Arrived at Work in a Recent Typical Week, by Day (Percent of Employees)
(among those who worked that day)

Time of Day	Day of the Week (Percent of Employees)						
	Mon Base N= 5,049	Tue Base N= 5,037	Wed Base N= 5,047	Thu Base N= 5,024	Fri Base N= 4,894	Sat Base N= 833	Sun Base N= 594
7:00 – 7:15 am	7.7	7.6	7.8	7.3	7.9	4.7	3.7
7:20 – 7:30 am	10.6	10.5	9.7	10.3	10.1	2.2	2.7
7:35 – 7:45 am	6.6	7.5	7.5	7.3	7.2	0.6	0.5
7:50 – 8:00 am	21.9	22.3	22.5	22.6	22.1	9.8	8.9
8:05 – 8:15 am	6.7	6.5	6.6	6.4	6.5	1.7	1.4
8:20 – 8:30 am	14.2	13.8	13.5	13.6	14.0	4.3	3.0
8:35 – 8:45 am	3.3	3.0	3.4	3.4	3.5	0.8	0.3
8:50 – 9:00 am	9.9	9.6	9.4	9.4	9.6	10.9	9.3
Any other time	19.2	19.2	19.7	19.8	19.2	65.0	70.2

Table 3a2.

Time Arrived at Work in a Recent Typical Week, by Day (Number of Employees)
(among those who worked that day)

Time of Day	Day of the Week (Number of Employees)						
	Mon <i>Base N=</i> 5,049	Tue <i>Base N=</i> 5,037	Wed <i>Base N=</i> 5,047	Thu <i>Base N=</i> 5,024	Fri <i>Base N=</i> 4,894	Sat <i>Base N=</i> 833	Sun <i>Base N=</i> 594
7:00 – 7:15 am	388	384	391	365	386	39	22
7:20 – 7:30 am	536	530	488	519	493	18	16
7:35 – 7:45 am	332	377	378	364	350	5	3
7:50 – 8:00 am	1103	1124	1134	1137	1083	82	53
8:05 – 8:15 am	338	325	334	320	316	14	8
8:20 – 8:30 am	719	693	683	685	685	36	18
8:35 – 8:45 am	165	153	172	172	172	7	2
8:50 – 9:00 am	498	482	472	470	469	91	55
Any other time	970	969	995	992	940	541	417

The typical time Cornell employees left their jobs on the days they worked also varied, but about two-thirds typically left between 3:30 p.m. and 5:30 p.m. on weekdays. The most common times people left work were 4:20 p.m. to 4:30 p.m. (almost 20% on most days during the week), followed by 4:50 p.m. to 5:00 p.m. (about 15%), 5:20 p.m. to 5:30 p.m. (about 9%), and 3:50 p.m. to 4:00 (about 7%). As with arrival times, during the week, a sizable portion (about 33%) of these commuters left work at off-peak times (i.e., in this case, not between 3:30 p.m. and 5:30 p.m.). Again, this number jumped dramatically among weekend workers, when more than twice as many (63% on Saturdays and 64% on Sundays) were leaving work at other times of the day. (See Table 3b1.)

The actual number of people (out of the 5,450 surveyed) traveling at different times during the typical weekday evening commute home from work is shown in Table 3b2.

Table 3b1.

Time Left Work in a Recent Typical Week, by Day (Percent of Employees)
(among those who worked that day)

Time of Day	Day of the Week (Percent of Employees)						
	Mon Base N= 5,030	Tue Base N= 5,024	Wed Base N= 5,031	Thu Base N= 5,012	Fri Base N= 4,877	Sat Base N= 831	Sun Base N= 591
3:30 – 3:45 pm	3.7	3.6	4.0	3.8	7.4	1.8	2.9
3:50 – 4:00 pm	7.6	7.4	7.0	7.8	9.2	8.9	7.1
4:05 – 4:15 pm	2.3	2.5	2.4	2.6	2.4	0.7	0.5
4:20 – 4:30 pm	19.2	18.7	18.7	18.5	15.8	7.6	6.8
4:35 – 4:45 pm	4.6	4.8	4.8	4.9	4.2	0.7	0.5
4:50 – 5:00 pm	16.0	15.4	15.0	15.7	15.5	12.2	12.5
5:05 – 5:15 pm	5.3	5.5	5.6	5.1	4.6	0.7	1.0
5:20 – 5:30 pm	9.3	9.2	8.9	8.9	8.1	4.2	4.7
Any other time	32.1	33.0	33.7	32.8	32.8	63.2	64.0

Table 3b2.**Time Left Work in a Recent Typical Week, by Day (Number of Employees)**
(among those who worked that day)

Time of Day	Day of the Week (Number of Employees)						
	Mon <i>Base N=</i> <i>5,030</i>	Tue <i>Base N=</i> <i>5,024</i>	Wed <i>Base N=</i> <i>5,031</i>	Thu <i>Base N=</i> <i>5,012</i>	Fri <i>Base N=</i> <i>4,877</i>	Sat <i>Base N=</i> <i>831</i>	Sun <i>Base N=</i> <i>591</i>
3:30 – 3:45 pm	185	183	199	190	360	15	17
3:50 – 4:00 pm	384	371	354	391	448	74	42
4:05 – 4:15 pm	117	123	123	128	116	6	3
4:20 – 4:30 pm	964	939	939	926	770	63	40
4:35 – 4:45 pm	229	241	239	244	207	6	3
4:50 – 5:00 pm	805	773	756	788	754	101	74
5:05 – 5:15 pm	264	276	282	254	226	6	6
5:20 – 5:30 pm	469	462	445	447	394	35	28
Any other time	1613	1656	1694	1644	1602	525	378

4.3 Mode of Transportation

In order to understand current mindsets with regard to using public transportation (or, rather, *not* using one's vehicle to commute to work), employees were asked if they always walk, bike or take transit to work.

Overall, nearly one-fifth (19%) of those surveyed say that they always walk, bike or take transit to work – for the remainder of this report, these individuals will be referred to as “non-vehicular” commuters. Conversely, this means that the vast majority (81%) are either always or at least sometimes driving to work – referred to as “vehicular” commuters. (See Chart 3.)

- Non-vehicular commuters were significantly more likely to come from households:
 - That were lower income
 - Where they were the only employed person
 - Where there was only one or fewer registered cars and licensed drivers

(See Table 4.)

- There is not a significant difference in the length of the commute (in miles) between vehicular and non-vehicular commuters.
- Vehicular commuters who were non-Tompkins County residents have lived in their current home for slightly less time, on average (12 years vs. 14 years for non-vehicular non-Tompkins County residents).

Chart 3.
Current Use of Transit for Commuting to Work
Base N=5,450

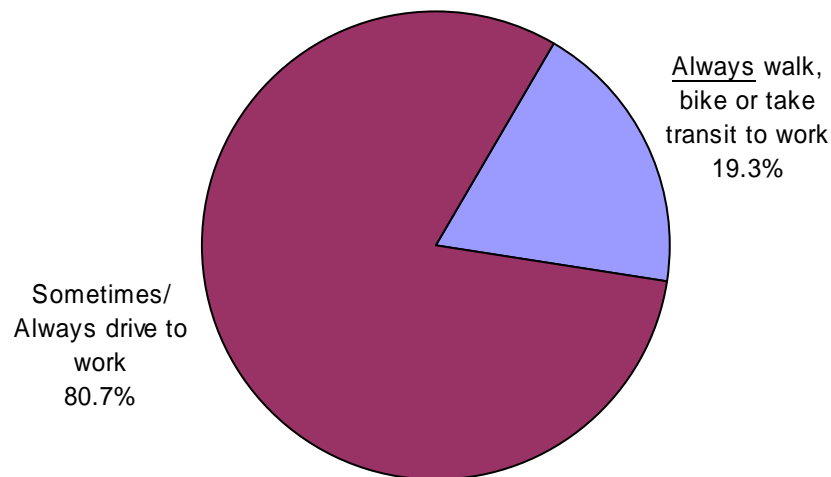


Table 4.

**Demographic Characteristics of Households,
by Current Transit Use**

Characteristic	Always walk, bike, transit	
	No	Yes
Household size	% <i>Base N=4,340</i>	% <i>Base N=1,045</i>
1-2 persons	55.9	56.8
3-4 persons	37.5	37.9
5+ persons	6.6	5.4
Household income	% <i>Base N=3,929</i>	% <i>Base N=968</i>
Less than \$25,000	3.4	5.4
\$25,000 - \$49,999	24.7	34.2
\$50,000 - \$74,999	24.9	25.6
\$75,000 - \$99,999	20.0	17.1
\$100,000 or more	27.0	17.8
Other employed person(s)	% <i>Base N=4,315</i>	% <i>Base N=1,044</i>
Yes	64.4	57.2
No	35.6	42.8
Number of registered cars	% <i>Base N=4,335</i>	% <i>Base N=1,039</i>
0	0.3	5.6
1	25.3	35.2
2	53.6	43.6
3	15.3	11.7
4 or more	5.5	3.9
Number of licensed drivers	% <i>Base N=4,305</i>	% <i>Base N=1,036</i>
0	0.1	2.7
1	19.8	21.5
2	65.6	61.7
3	10.3	10.8
4 or more	4.2	3.3
Resident of Tompkins County	% <i>Base N=4,398</i>	% <i>Base N=1,052</i>
Yes	75.1	77.0
No	24.9	23.0

Note: numbers in bold indicate there is a statistically significant difference in the proportions across the groups at the 5% level.

Because it could change from day to day, the specific mode of transportation used was selected by respondents for each day of the week in a “recent typical week.” They were also allowed to select a different mode for travel to and from work.

Though some people might have taken different modes of transportation on different days and to and from work, in general there were extremely consistent patterns in the modes used. By far, the largest number (nearly 60%) of those surveyed used their own vehicle (car, motorcycle, scooter) to get to and from work. After that, about 17% carpooled (rode or drove). Roughly the same number (15%) took public transportation – either solely or in conjunction with another mode (e.g., drove then took transit, bicycle and transit, walk and transit). Of those who worked on the weekends, nearly all drove themselves to and from work and a few bicycled, walked or jogged. Only a small fraction used any other mode of transportation. (See Tables 5a1 and 5b1.) For the actual number of people (out of the 5,450 surveyed) using the different modes of transportation to and from work, see Tables 5a2 and 5b2.

Table 5a1.

Mode of Transportation to Work in a Recent Typical Week, by Day (%)

Mode	Day of the Week (%)						
	Mon Base N= 5,396	Tue Base N= 5,360	Wed Base N= 5,352	Thu Base N= 5,346	Fri Base N= 5,330	Sat Base N= 4,042	Sun Base N= 3,960
Drove alone	58.3	58.5	58.8	58.5	58.9	20.9	15.8
Carpool	17.1	16.8	17.2	16.7	16.4	1.3	1.2
Public transportation only or combined	15.7	15.6	15.6	15.8	14.5	1.3	1.0
Bicycled/Walked/Jogged	6.5	7.3	6.7	6.9	7.1	6.4	5.6
Worked from home/Other	0.4	0.5	0.5	0.6	0.5	0.8	0.7
Did not work	2.0	1.3	1.2	1.5	2.6	69.4	75.8

Table 5a2.

Mode of Transportation to Work in a Recent Typical Week, by Day (N)

Mode	Day of the Week (N)						
	Mon Base N= 5,396	Tue Base N= 5,360	Wed Base N= 5,352	Thu Base N= 5,346	Fri Base N= 5,330	Sat Base N= 4,042	Sun Base N= 3,960
Drove alone	3146	3138	3147	3128	3140	843	626
Carpool	920	900	918	895	873	54	46
Public transportation only or combined	848	837	836	843	775	51	39
Bicycled/Walked/Jogged	352	392	359	371	379	260	222
Worked from home/Other	22	25	27	30	26	31	27
Did not work	108	68	65	79	137	2803	3000

Table 5b1.**Mode of Transportation from Work in a Recent Typical Week, by Day (%)**

Mode	Day of the Week						
	Mon Base N= 5,370	Tue Base N= 5,326	Wed Base N= 5,315	Thu Base N= 5,306	Fri Base N= 5,289	Sat Base N= 3,986	Sun Base N= 3,918
Drove alone	57.4	58.2	58.9	58.6	59.0	20.9	15.7
Carpool	16.7	16.5	16.5	16.3	15.7	1.3	1.2
Public transportation only or combined	15.9	15.6	15.2	15.3	13.8	1.3	1.0
Bicycled/Walked/Jogged	7.5	7.7	7.7	7.7	8.3	5.8	5.1
Worked from home/Other	0.5	0.6	0.6	0.6	0.6	0.5	0.5
Did not work	2.0	1.3	1.2	1.5	2.6	70.3	76.5

Table 5b2.**Mode of Transportation from Work in a Recent Typical Week, by Day (N)**

Mode	Day of the Week						
	Mon Base N= 5,370	Tue Base N= 5,326	Wed Base N= 5,315	Thu Base N= 5,306	Fri Base N= 5,289	Sat Base N= 3,986	Sun Base N= 3,918
Drove alone	3082	3102	3130	3111	3120	833	616
Carpool	899	880	877	863	830	50	46
Public transportation only or combined	854	833	805	813	730	52	39
Bicycled/Walked/Jogged	404	411	409	407	440	229	198
Worked from home/Other	24	32	29	34	33	20	20
Did not work	107	68	65	78	136	2802	2999

4.4 Factors Related to Transit Use

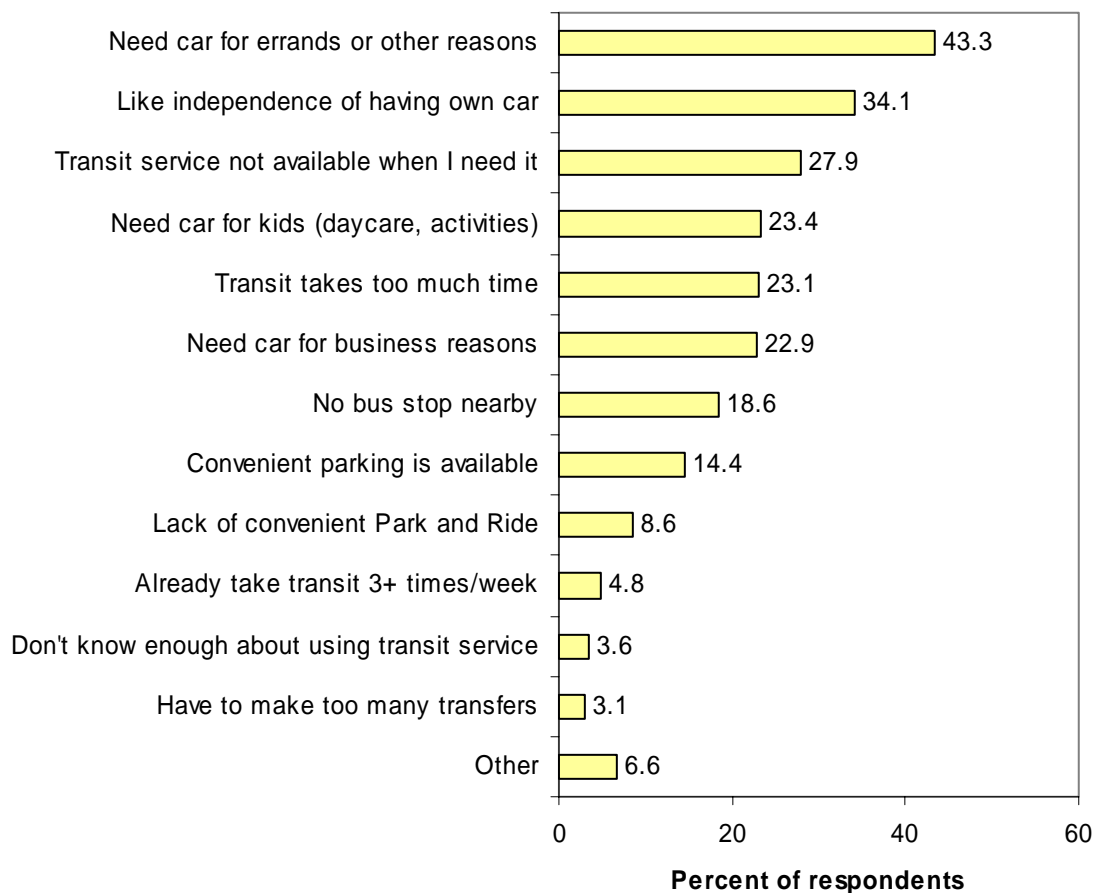
For the remainder of the survey, interest in Park and Ride was asked only of the vehicular commuters – those who represented the “untapped (or under-tapped) market” for public transportation.

First, these vehicular commuters were given a list of possible choices (as well as the chance to specify “other” reasons) to explain why they did not take transit more often. Each person was asked to give up to three reasons.

Personal preferences topped the list, with nearly one-half (43%) of these Cornell employees said that they need their car for errands or other reasons. Note that these “other” reasons should not have included responsibilities related to kids (e.g., daycare, after school activities), as this was a separate option which about one-fourth (23%) checked as a reason for not taking transit more often. More than one-third (34%) workers said they just like the independence of having their own car and about one-fourth (23%) said they needed their car for business reasons. Meanwhile, the most common explanations related to transit service included service not being available when they need it (28%), transit taking too much time (23%), and not having a bus stop nearby (19%). (See Chart 4.)

Chart 4.

Reason for Not Taking Transit More Often
(among vehicular commuters; up to three responses allowed)
Base N=4,382



4.5 Interest in Park and Ride

Then, vehicular commuters were asked if their concerns could be addressed, how much consideration they would give to taking transit to work.

Out of 4,398 respondents, 32% (1,388 people) said they would not take transit under any circumstances, but 40% (1,770 people) said they would take transit some of the time (while 356 of these individuals were taking transit some of the time already, 1,347 reported that in a recent typical week they only used vehicular means of transportation – i.e., no transit whatsoever). Importantly, 28% (1,240 people) said they would take transit most of the time if their concerns were alleviated (of this, 695 people reported that in a recent typical week they only used vehicular means of transportation). (See Chart 5.)

- Those who might take transit *most* of the time in the future if their concerns were addressed were significantly more likely to come from households: (See Table 6.)
 - That were lower income
 - Where they were the only employed person
 - Where there was only one or fewer registered cars and licensed drivers
- Those who might take transit *some* of the time in the future if their concerns were addressed were significantly more likely to come from households: (See Table 6.)
 - In Tompkins County
- Vehicular commuters who would consider taking transit *some* of the time if their concerns were addressed had a slightly shorter commute, on average (10.2 miles vs. 11.0 miles for those who would consider transit most of the time and 11.1 miles for those who would not consider transit).
- Non-Tompkins County vehicular commuters who would not consider taking transit under any circumstances have lived in their residences longer, on average (14 years vs. 11 years for those who would consider taking transit some of the time and 12 years for those who would consider taking transit most of the time).

It is important to understand these individuals' future intentions in light of the issues that prevented them from taking transit more often in the first place. (See Chart 5a.)

- Those who said they would take transit *most* of the time if their concerns were addressed were more likely than those who would sometimes or never take transit to have said that they do not currently take transit more often because:
 - Transit service is not available when they need it
- Those who said they would *never* take transit, even if their concerns were addressed, were more likely than those who would consider taking transit more often to have said that they do not currently take transit more often because:
 - They like the independence of having their own car
 - They need their car for business reasons

Chart 5.

**Consideration Given to Taking Transit
if Concerns Were Addressed**
(among vehicular commuters)
Base N=4,398

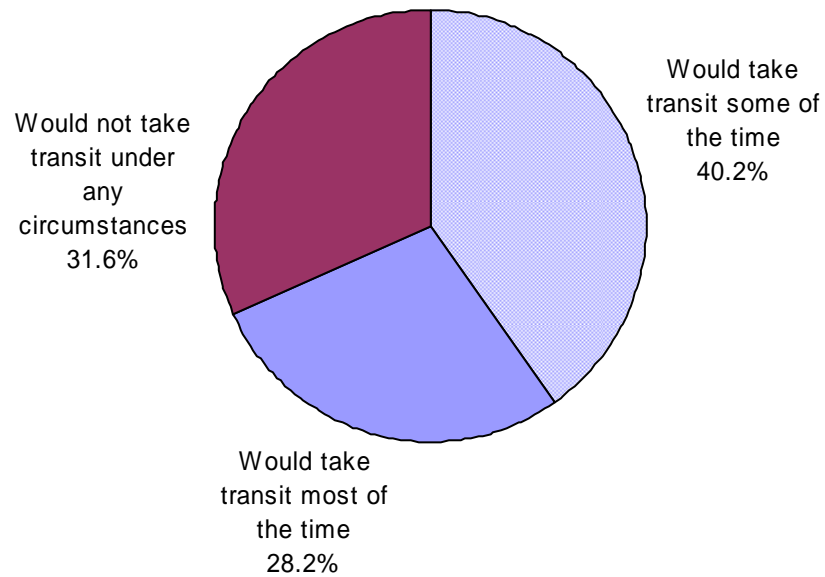


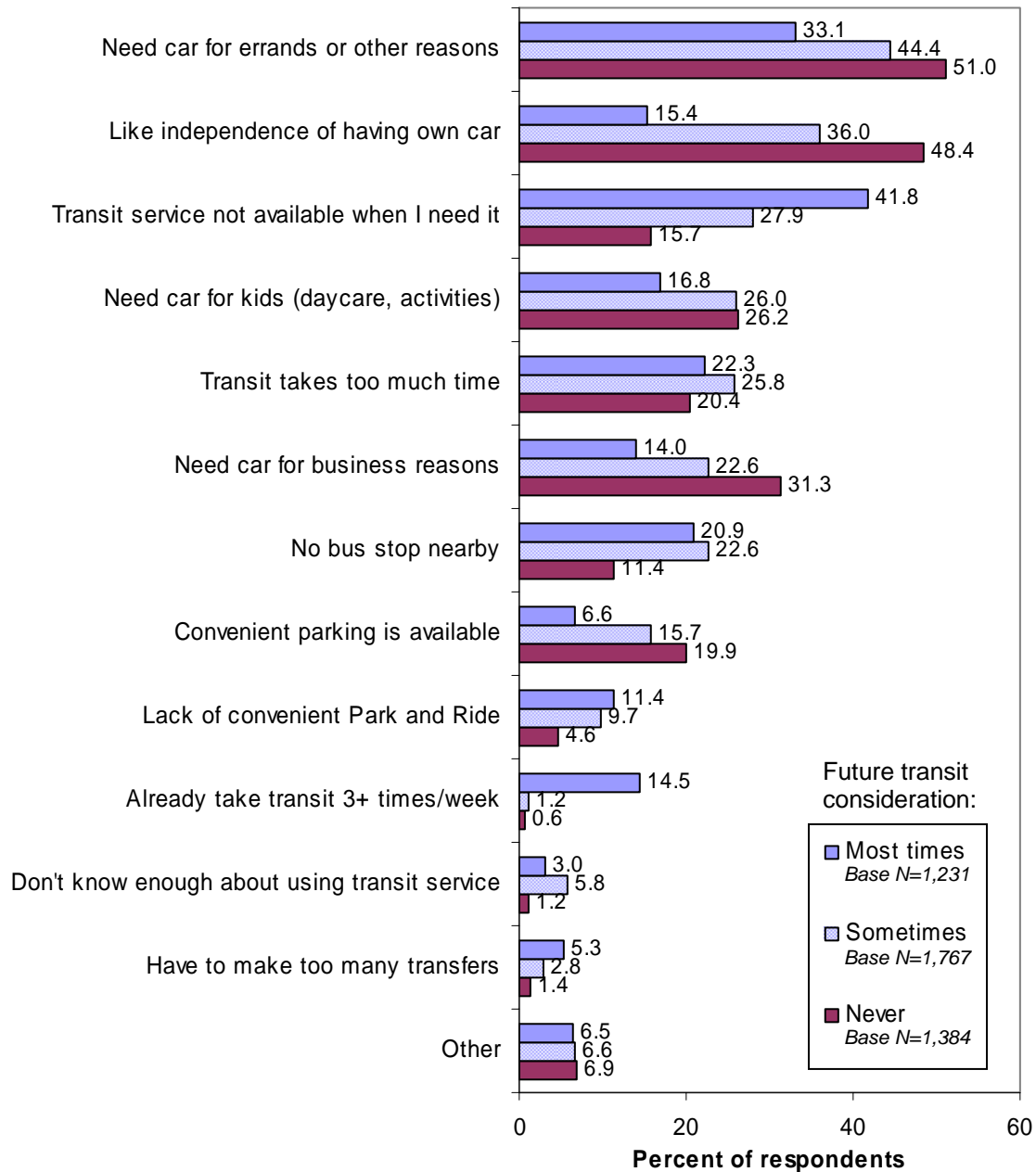
Table 6.
Demographic Characteristics of Households,
by Future Transit Use

Characteristic	Would consider transit if issues addressed		
	Some of the time	Most of the time	Never
Household size	% <i>Base N=1,749</i>	% <i>Base N=1,226</i>	% <i>Base N=1,365</i>
1-2 persons	56.7	56.0	54.9
3-4 persons	37.3	36.7	38.5
5+ persons	6.1	7.3	6.7
Household income	% <i>Base N=1,577</i>	% <i>Base N=1,127</i>	% <i>Base N=1,225</i>
Less than \$25,000	2.7	4.7	3.2
\$25,000 - \$49,999	23.3	30.7	20.8
\$50,000 - \$74,999	26.2	25.5	22.9
\$75,000 - \$99,999	20.0	19.3	20.6
\$100,000 or more	27.8	19.9	32.6
Other employed person(s)	% <i>Base N=1,734</i>	% <i>Base N=1,219</i>	% <i>Base N=1,362</i>
Yes	65.6	60.5	66.3
No	34.4	39.5	33.7
Number of registered cars	% <i>Base N=1,745</i>	% <i>Base N=1,222</i>	% <i>Base N=1,368</i>
0	0.1	0.6	0.2
1	25.0	30.9	20.6
2	54.1	50.6	55.8
3	15.6	13.5	16.7
4 or more	5.2	4.5	6.7
Number of licensed drivers	% <i>Base N=1,734</i>	% <i>Base N=1,218</i>	% <i>Base N=1,353</i>
0	0.0	.2	.1
1	19.8	21.9	18.1
2	65.1	65.2	66.7
3	10.8	9.4	10.5
4 or more	4.4	3.4	4.7
Resident of Tompkins County	% <i>Base N=1,770</i>	% <i>Base N=1,240</i>	% <i>Base N=1,388</i>
Yes	77.5	73.1	73.9
No	22.5	26.9	26.2

Note: numbers in bold indicate there is a statistically significant difference in the proportions across the groups at the 5% level.

Chart 5a.

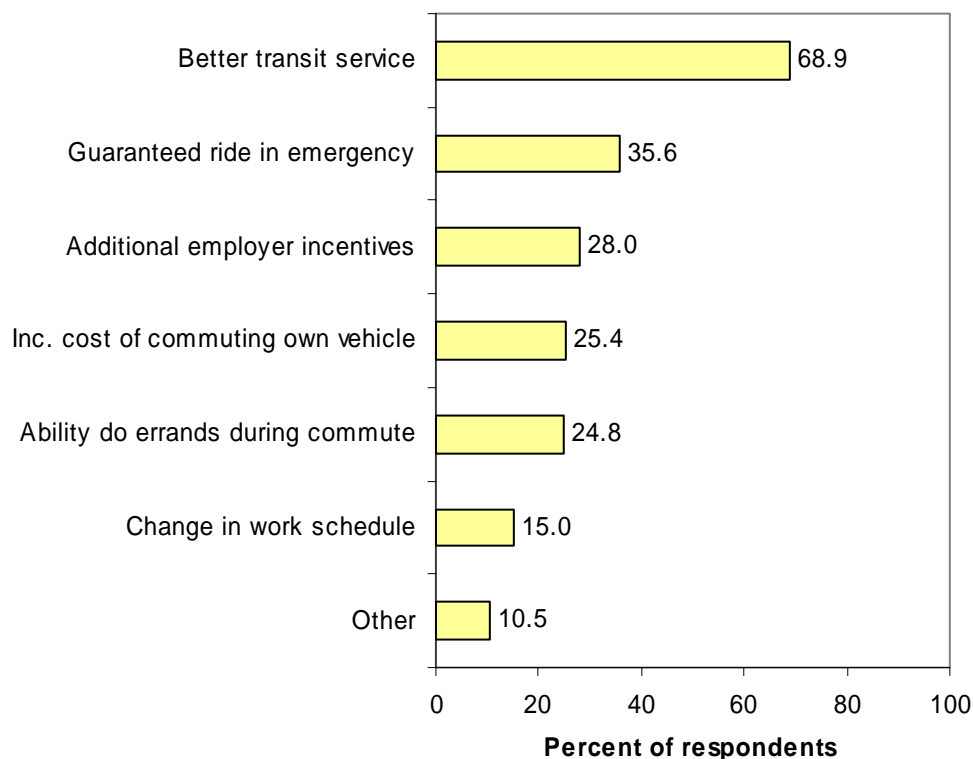
**Reason for Not Taking Transit More Often,
by Consideration Given to Taking Transit
if Concerns Were Addressed**
(among vehicular commuters; up to three responses allowed)



In subsequent questions related to future transit use, only those said they would use transit some of the time or most of the time (68% of vehicular commuters) were asked for their opinions. These respondents were first given the opportunity to select from a list (as well as specify “other” possibilities) up to three factors that would lead them to take transit more often.

By far, the most common response to this question was having better transit service (69%). After that, more than one-third (36%) wanted a guaranteed ride in the event of an emergency and about one-fourth said that additional employer incentives (28%), increased cost of commuting with a personal vehicle (i.e., parking rates, gas prices, vehicle wear and tear, maintenance, etc.) (25%) and/or having the ability to do errands along the way during their commute (i.e., childcare, banking, other services) (25%) would lead them to take transit to work more often than they do now. (See Chart 6.)

Chart 6.
Factors That Would Lead to Taking Transit More Often
*(among vehicular commuters who would consider transit more often;
up to three responses allowed)*
Base N=2,915



In the next section of the survey, these commuters who would consider using public transportation in the future were given the following definition of a Park and Ride and asked to consider that as they ranked from 1 (most important) to 7 (least important) what would encourage them to use Park and Ride.

***Definition:** Park & Ride consists of parking facilities at transit stations, bus stops and other strategically selected locations, usually at the urban fringe, which facilitate transit and rideshare use. Some include bicycle parking. Parking is generally free or significantly less expensive than in urban centers. The Park and Ride facility may be used to drop off commuters – there is no need to park to use the system. Park & Ride facilities are usually implemented by regional transportation or transit agencies. In some cases, existing, underutilized parking (such as a mall parking lot) is designated for Park & Ride use.*

Nearly one-half (46%) of vehicular commuters who would consider taking transit more often in the future said that reaching work on time was the most important point in encouraging them to use Park and Ride. More than three-fourths (76%) ranked this item 1, 2 or 3 out of 7 possible items. About one-half said that location of a parking lot relative to their present commuter route (52%), need for a guaranteed ride home or to their car on emergencies (50%) and/or consideration of the cost difference between using Park and Ride versus driving all the way and parking (48%) were important* considerations in their decision. *Least* important in the decision to use Park and Ride was having a Park and Ride location closer to work (more time in personal vehicle, less time in transit) (16% important*). (See Table 7.)

Table 7.

Ranking of Importance of Issues That Would Encourage Use of Park and Ride
(among vehicular commuters who would consider using transit more often)

Issues	Base N	Importance Rating %							NET: Important*
		Most important 1	2	3	4	5	6	Least important 7	
Reach work on time	2,705	45.6	19.0	11.1	7.7	6.4	4.6	5.6	75.7
Location of parking	2,658	10.1	23.6	18.6	16.7	13.8	10.5	6.7	52.3
Need for guaranteed ride	2,663	16.4	16.0	15.3	15.2	20.0	10.2	6.9	50.3
Cost difference	2,648	7.9	12.0	16.3	24.8	17.9	10.4	10.7	47.7
Having express service	2,654	10.0	15.8	24.5	16.7	14.7	11.4	6.9	36.2
PNR closer to home	2,644	8.1	10.2	8.7	11.4	15.5	32.8	13.4	27.0
PNR closer to work	2,612	5.4	4.6	5.9	6.6	10.4	18.3	48.9	15.9

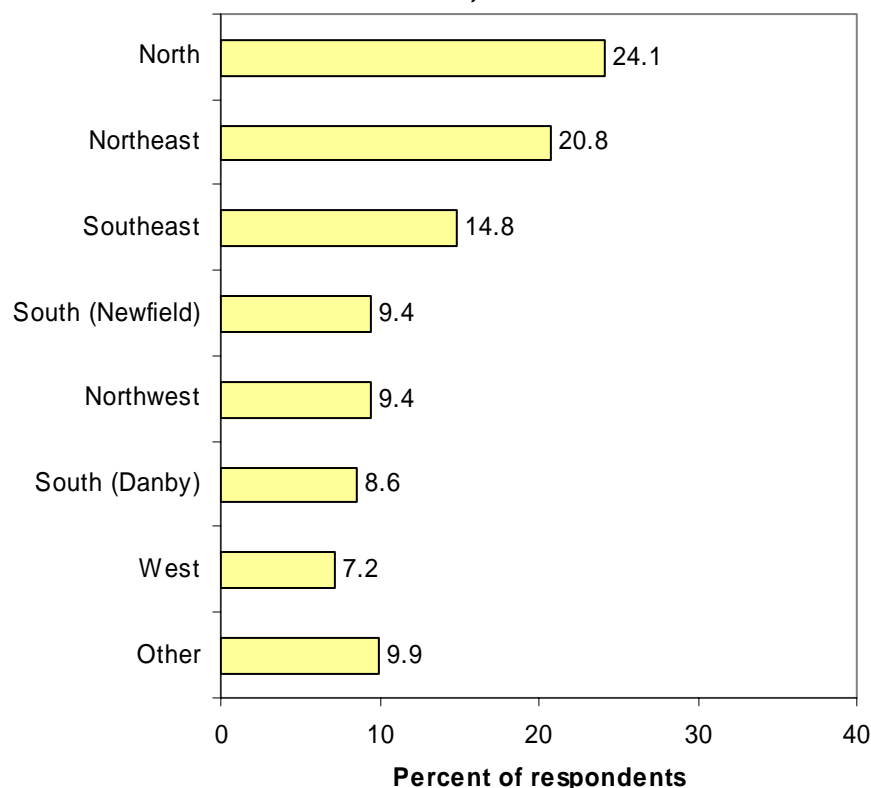
*Important = Sum of the percentages of those giving rankings of 1, 2 or 3 out of 7 items.

Before addressing the issue of specific Park and Ride locations that might be of interest, vehicular commuters who would consider taking transit more often in the future if their concerns were addressed were first asked to select from a list the route (or routes, multiple responses were allowed) that best described their approach to work.

In total, about one-fourth (24%) of this potential future market typically approached from the North (Lansing – Routes 34 and 34B, Triphammer Road, or Warren Road). Roughly one-fifth (21%) came from the Northeast (Cortland/Dryden – Routes 13/366). The next highest approach route cited by commuters was Southeast (Caroline – Route 79) (15%). Meanwhile, approximately 9% came from the South (Newfield/Van Etten – Routes 13/34/96), another Southern route (Danby – Route 96B), or the Northwest (Trumansburg – Route 96). Only 7% traveled to work from a Western route (Mecklenburg – Route 79). (See Chart 7.)

Chart 7.

Approach Route to Work
*(among vehicular commuters who would consider transit more often;
multiple responses allowed)*
Base N=3,010



After understanding these commuters' approach route(s), they were then led to a list of potential Park and Ride locations for the route(s) they chose, and asked which would best meet their needs. Again, they were permitted to select multiple options.

For those traveling from the North (Lansing) (24% of vehicular commuters who would use transit more often in the future), clearly the Pyramid Mall vicinity (e.g., Pyramid Mall, Triphammer Mall, Cayuga Heights/Community Corners) was most preferred (38%). After that, 16% said the North end of Triphammer Road (intersection with Route 34B), 12% said along Route 34 near the border with Cayuga County, 11% said the vicinity of East Shore Drive and Route 34B intersection (Rogues Harbor, Town Hall), and 8% said along Route 34B near the border with Cayuga County.

For those traveling from the Northeast (Cortland/Dryden – Routes 13/366) (21%), no clear location emerged as most preferred – 22% said the Village of Dryden, 19% said NYSEG along the Route 13/366 overlap, 16% said the City of Cortland, 14% said the Village of Freeville, and 11% said near the border with Cortland County.

For those traveling from the Southeast (Caroline – Route 79) (15%), Route 79 in the vicinity of Brooktondale topped the list with almost one-fourth (24%) picking that location. Route 79 in the vicinity of Bethel Grove Church was selected by 17% of those traveling in this direction, 16% picked the vicinity of Slaterville Springs, and 15% said that a Park and Ride near the border with Tioga County would best meet their needs.

For those traveling from the South via the Newfield area (Newfield/Van Etten – Routes 13/34/96) (9%), again nothing stood out as the most preferred location. About one-fifth picked the Hamlet of Newfield (20%), the Southwest area of the City in the vicinity of Wegman's/WalMart/Lowe's (20%) and/or the South end of the City in the vicinity of Home Depot (18%). Next highest was near the border with Schuyler County (15%), Near the border with Tioga County (Route 34/96) (14%) and the vicinity of West Danby on Route 34/96 (13%).

For those traveling from the Northwest (Trumansburg – Route 96) (9%), the existing location in the Village of Trumansburg was chosen by four out of ten (40%) commuters from this direction. About one-fourth (26%) said the vicinity of the Cayuga Medical Center and PRI would be most preferred and slightly less than one-fifth (18%) selected the Hamlet of Jacksonville as the Park and Ride location that would best meet their needs.

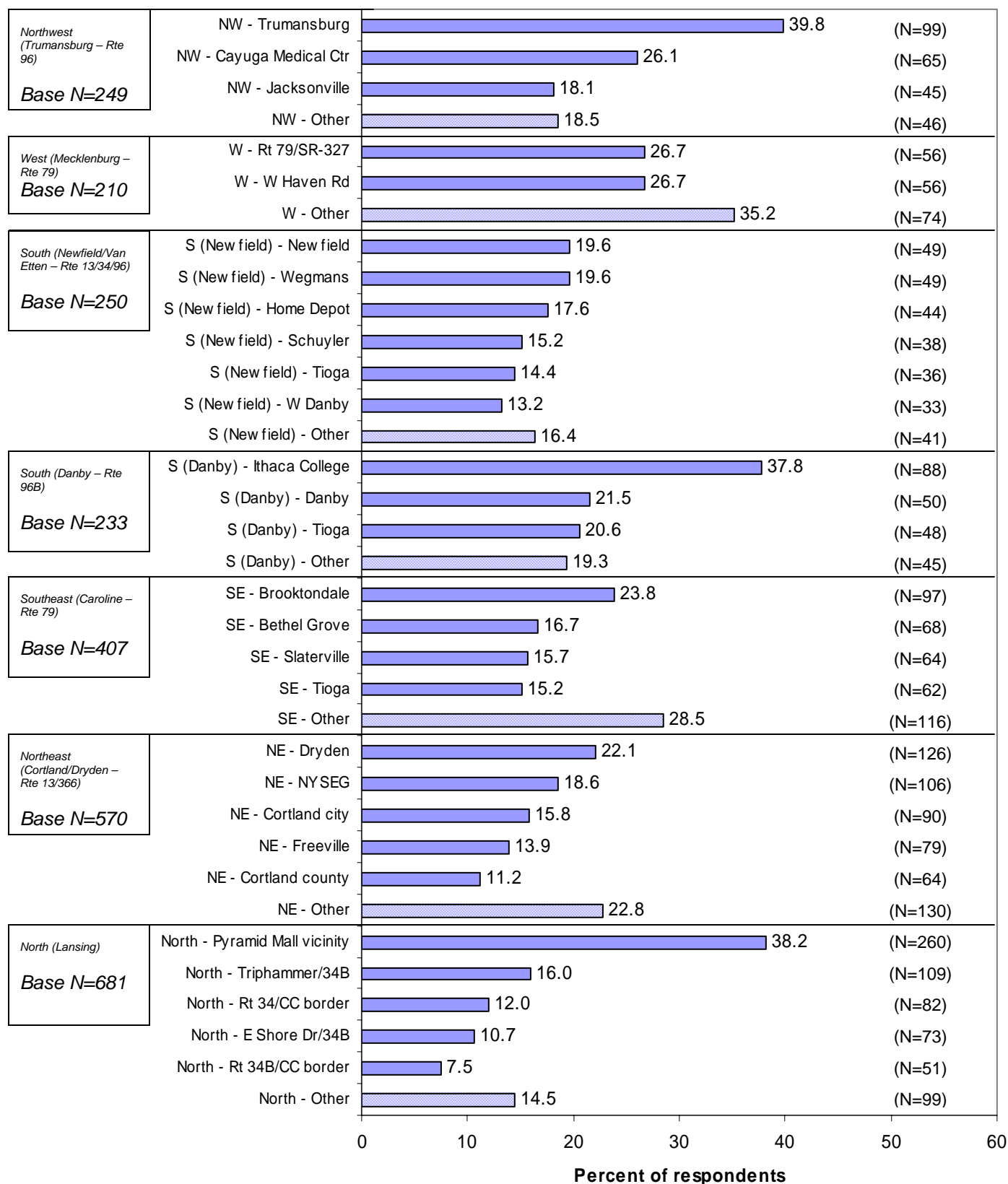
For those traveling from the South (Danby – Route 96B) (9%), an Ithaca College Park and Ride location would meet the greatest need (38%). Meanwhile, about one-fifth picked the vicinity of the Hamlet of Danby (22%) and/or near the border with Tioga County (21%).

For those traveling from the West (Mecklenburg – Route 79) (7%), preference was identical for both options – vicinity of Route 79/SR-327 intersection (27%) and vicinity of Route 79/West Haven Road intersection (27%).

(See Chart 8.)

Chart 8.

**Potential Park and Ride Locations That Would Best Meet Needs
For Typical Approach to Work**
*(among those using each approach to work who are vehicular commuters
that would consider transit more often; multiple responses allowed)*



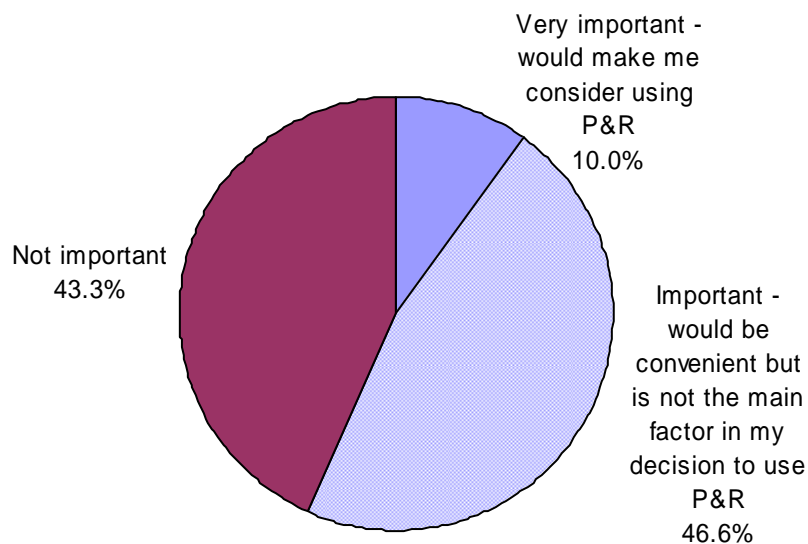
4.6 Importance of Retail/Services at Park and Ride

Vehicular commuters who would consider using transit more often in the future if their concerns were addressed were asked how important they thought it was to have retail and services adjacent to Park and Ride facilities. The three possible response options were: Very important – would make me consider using P&R; Important – would be convenient but is not the main factor in my decision to use P&R; Not important.

Nearly one-half (47%) of those surveyed said it was important and would be convenient, but not the main factor in their decision to use Park and Ride. One out of ten (10%) commuters to Cornell said that having retail and services adjacent to Park and Ride facilities would actually make them consider using Park and Ride. Meanwhile, more than four out of ten (43%), said that retail and services near a Park and Ride would not be important to them. (See Chart 9.)

Chart 9.

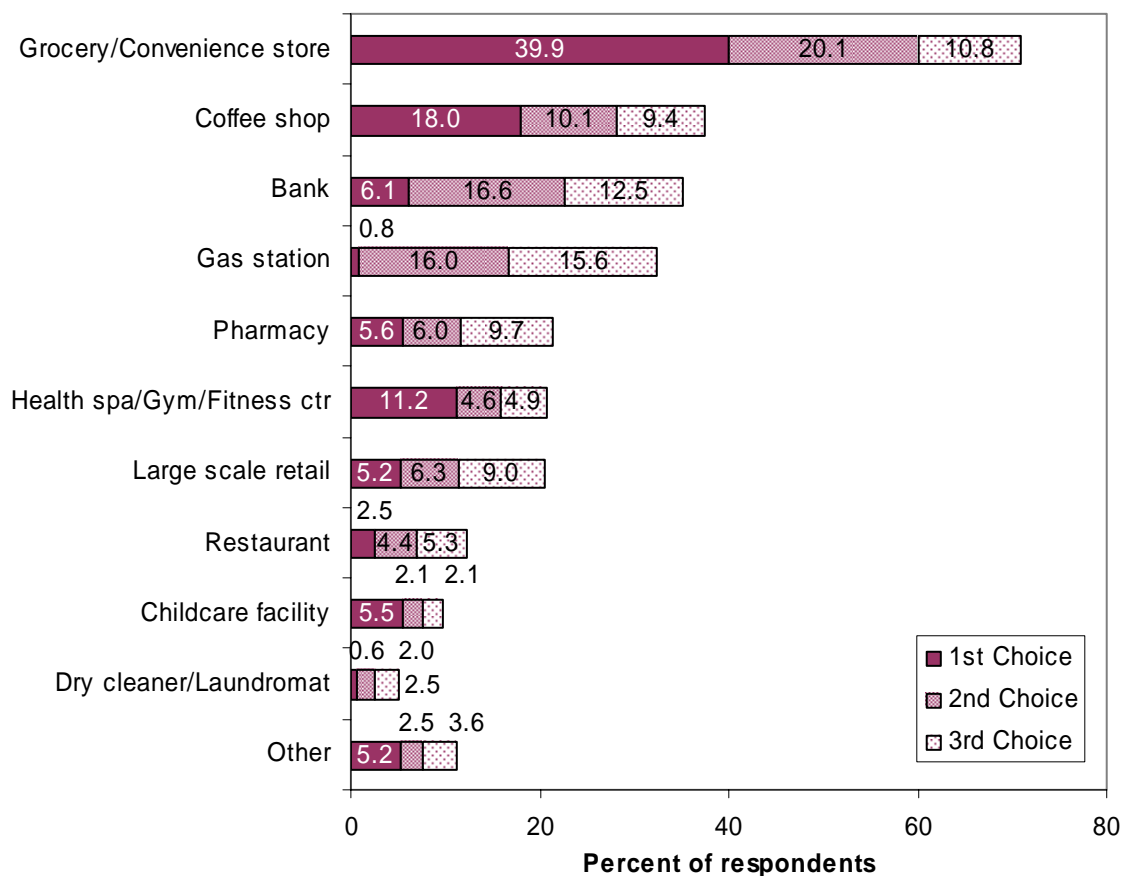
**Importance of Having Retail and Services
Adjacent to Park and Ride Facilities**
*(among vehicular commuters who would
consider transit more often)*
Base N=2,826



Everyone in this future potential user market (regardless of their interest in retail/services at a Park and Ride) was asked to select the types of stores or services they would prefer to see at a Park and Ride facility. Respondents were allowed to provide up to three choices.

By far, having a grocery store (or convenience store) was most preferred – four out of ten (40%) said this would be their first choice and more than seven out of ten (71%) said it was one of their top three choices for stores or services at a Park and Ride facility. Roughly one-third said a coffee shop (38%), bank (35%) and/or gas station (32%) would be one of their top three choices. Meanwhile, about one out of ten (11%) said that having a health spa, gym or fitness center at the Park and Ride would be their *first* choice. (See Chart 10.)

Chart 10.
Types of Stores and Services Preferred at Park and Ride
*(among vehicular commuters who would consider transit more often;
up to three responses allowed)*
Base N=2,532



5. Appendix

A. Questionnaire

Tompkins County/Cornell Employee Commuter Survey



Your participation in this survey is voluntary. **The survey should take about ten minutes to complete.** Please be assured that all the information you provide will be kept strictly confidential and will never be used in any way to permit identification of you. All the information you provide will be used in aggregate form only.

If you have any questions or require technical assistance with this survey, please do not hesitate to contact staff at the Survey Research Institute at 607-255-3786 or surveyresearch3@cornell.edu.

Continue to the Survey

If you have questions or require technical assistance with this survey, please [email](#) the Survey Research Institute or call 607-255-3786.



Cornell University The Survey Research Institute

Tompkins County/Cornell Employee Commuter Survey

Section I

How many minutes does it usually take you to get from home to work?

Minutes

How many minutes does it usually take you to get from work to home?

Minutes

Approximately how many miles is it from your home to work?

Miles

Next

Finish Later

If you have questions or require technical assistance with this survey, please [email](#) the Survey Research Institute or call 607-255-3786.



Cornell University
The Survey Research Institute

Tompkins County/Cornell Employee Commuter Survey

Section I (continued)

How did you travel to and from work each day on a recent typical week?

Monday

To Work:

If Other, please specify:

From Work:

If Other, please specify:

Tuesday

To Work:

If Other, please specify:

From Work:

If Other, please specify:

Wednesday

To Work:

If Other, please specify:

From Work:

If Other, please specify:

Thursday

To Work:

If Other, please specify:

From Work:

If Other, please specify:

Friday

To Work:

If Other, please specify:

From Work:

If Other, please specify:

Saturday

To Work:

If Other, please specify:

From Work:

If Other, please specify:

Sunday

To Work:

If Other, please specify:

From Work:

If Other, please specify:

Previous

Next

Finish Later

If you have questions or require technical assistance with this survey, please [email](#) the Survey Research Institute or call 607-255-3786.



Cornell University The Survey Research Institute

Tompkins County/Cornell Employee Commuter Survey

Section I (continued)

How variable are your work hours? **(select the option that best describes your situation)**

- ☐ I arrive and leave at the same times nearly every day
☐ My work hours vary occasionally
☐ Within a week my work times vary from day to day, but this timing is consistent from week to week
☐ My work hours are variable both within each week and from week to week

What building is your primary employment location?

If Other, please specify:

What time did you arrive at and leave work each day on a recent typical week? **(Select 'N/A' if you did not work that day)**

	Arrive At Work			Leave Work		
Monday	N/A	:	N/A AM	N/A	:	N/A PM
Tuesday	N/A	:	N/A AM	N/A	:	N/A PM
Wednesday	N/A	:	N/A AM	N/A	:	N/A PM
Thursday	N/A	:	N/A AM	N/A	:	N/A PM
Friday	N/A	:	N/A AM	N/A	:	N/A PM
Saturday	N/A	:	N/A AM	N/A	:	N/A PM
Sunday	N/A	:	N/A AM	N/A	:	N/A PM

Do you always walk, bicycle or take transit to work?

- ☐ Yes
☒ No

Previous

Next

Finish Later

If you have questions or require technical assistance with this survey, please [email](#) the Survey Research Institute or call 607-255-3786.



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Tompkins County/Cornell Employee Commuter Survey

Section II

What are the main reasons you do not take transit to work more often? **(Check up to three choices)**

- ☐ I need my car for business reasons
- ☐ I need my car to take kids to/from daycare or before/after school activities
- ☐ I need my car to do errands or for other reasons
- ☐ I like the independence of having my own car
- ☐ Convenient parking is available
- ☐ I already take transit to work at least three days a week
- ☐ Transit takes too much time
- ☐ I have to make too many transfers
- ☐ Lack of convenient Park and Ride
- ☐ Transit service is not available when I need it
- ☐ There is no bus stop nearby
- ☐ I don't know enough about using the transit system
- ☐ Other (specify):

If your concerns in the previous question could be addressed, how much consideration would you give to taking transit to work?

- ☒ I would consider taking transit some of the time
- ☐ I would consider taking transit most of the time
- ☐ I would not consider taking transit under any circumstances even as part of a park and ride system

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Tompkins County/Cornell Employee Commuter Survey

Section II (continued)

What factors would lead you to take transit to work more often than you do now? **(check up to three choices)**

- ☐ Change in work schedule (flexible hours, different workshift, etc.)
- ☐ Additional employer incentives (e.g. 4-day work week, etc.)
- ☐ Guaranteed ride in the event of an emergency
- ☐ Ability to do errands along the way during my commute (i.e. childcare, banking, other services)
- ☐ Increased cost of commuting with a personal vehicle (i.e. parking rates, gas prices, vehicle wear and tear, maintenance, etc.)
- ☐ Better transit service (i.e. bus schedule, bus routes, comfortable bus stops, etc.)
- ☐ Other (specify):

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Section III - Park And Ride

Definition: *Park & Ride* consists of parking facilities at transit stations, bus stops and other strategically selected locations, usually at the urban fringe, which facilitate transit and rideshare use. Some include bicycle parking. Parking is generally free or significantly less expensive than in urban centers. The Park and Ride facility may be used to drop off commuters – there is no need to park to use the system. Park & Ride facilities are usually implemented by regional transportation or transit agencies. In some cases, existing, underutilized parking (such as a mall parking lot) is designated for Park & Ride use.

Consider the idea of Park and Ride. What would encourage you to use Park and Ride?
(Please rank all items. 1 = Most Important, 7 = Least Important)

Ability to reach my work place on time	<input type="text"/>
Location of parking lot relative to my present commuter route	<input type="text"/>
Having express service between the parking lot and campus	<input type="text"/>
Cost difference between using Park and Ride versus driving all the way and parking	<input type="text"/>
Need for a guaranteed ride home or to my car on emergencies	<input type="text"/>
Park and Ride location closer to home (more time in transit, less time in personal vehicle)	<input type="text"/>
Park and Ride location closer to work (more time in personal vehicle, less time in transit)	<input type="text"/>

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Section III - Park And Ride (continued)

Which of the following best describes your approach route to work? **(check all that apply)**

- ☒ Approach from North (Lansing – Routes 34 and 34B, Triphammer Road, or Warren Road)
- ☒ Approach from Northeast (Cortland/Dryden – Routes 13/366)
- ☒ Approach from Southeast (Caroline – Route 79)
- ☒ Approach from South (Danby – Route 96B)
- ☒ Approach from South (Newfield/Van Etten – Routes 13/34/96)
- ☒ Approach from West (Mecklenburg – Route 79)
- ☒ Approach from Northwest (Trumansburg – Route 96)
- ☐ Other (specify):

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Section III - Park And Ride (continued)

For the approach(es) you listed, which potential Park and Ride locations would **best** meet your needs?
(check all that apply)

Approach from North (Lansing)

- ☐ Along Rt. 34 near border with Cayuga County (existing)
- ☐ Along Rt. 34B near border with Cayuga County
- ☐ Vicinity of East Shore Drive and Rt. 34B intersection (Rogues Harbor, Town Hall) (existing)
- ☐ North end of Triphammer Road (intersection with Rt. 34B)
- ☐ Vicinity of Pyramid Mall
- ☐ Other (specify):

Approach from Northeast (Cortland/Dryden - Routes 13/366)

- ☐ Vicinity of the City of Cortland
- ☐ Near the border with Cortland County
- ☐ Village of Dryden (existing)
- ☐ Village of Freeville (existing)
- ☐ Near NYSEG along the Rt. 13/366 overlap
- ☐ Other (specify):

Approach from Southeast (Caroline - Route 79)

- ☐ Near the border with Tioga County
- ☐ Vicinity of Slaterville Springs
- ☐ Along Rt. 79 in the vicinity of Brooktondale
- ☐ Along Rt. 79 in the vicinity of Bethel Grove Church
- ☐ Other (specify):

Approach from South (Danby - Route 96B)

- ☐ Near the border with Tioga County
- ☐ Vicinity of Hamlet of Danby (existing)
- ☐ Vicinity of Ithaca College
- ☐ Other (specify):

Approach from South (Newfield/Van Etten - Routes 13/34/96)

- ☐ Near the border with Schuyler County
- ☐ Hamlet of Newfield (existing)
- ☐ Near the border with Tioga County (Rt. 34/96)
- ☐ Vicinity of West Danby on Rt. 34/96
- ☐ South end of the City in the vicinity of Home Depot
- ☐ Southwest area of the City in the vicinity of Wegman's/WalMart/Lowe's
- ☐ Other (specify):

Approach from West (Mecklenburg - Route 79)

- ☐ Vicinity of Rt. 79/SR-327 intersection (existing)
- ☐ Vicinity of Rt. 79/West Haven Road intersection
- ☐ Other (specify):

Approach from Northwest (Trumansburg - Route 96)

- ☐ Village of Trumansburg (existing)
- ☐ Hamlet of Jacksonville
- ☐ Vicinity of Cayuga Medical Center and PRI
- ☐ Other (specify):

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Tompkins County/Cornell Employee Commuter Survey

Section III - Park And Ride (continued)

Which type of store and services would you prefer to see at a Park and Ride facility? **(rank up to three choices.)**

First Choice:

If other, please specify:

Second Choice:

If other, please specify:

Third Choice:

If other, please specify:

How important do you think is having retail and services adjacent to Park and Ride facilities?

- ☐ Very important – would make me consider using P&R
- ☐ Important – would be convenient but is not the main factor in my decision to use P&R
- ☐ Not important

Would you be willing to participate in a future discussion/survey on the topic of Park and Ride?

- ☐ Yes
- ☐ No

Please enter your email address so we can contact you:

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Tompkins County/Cornell Employee Commuter Survey

Section IV - Household Characteristics

What is your household size?

- ☐ 1-2 persons
- ☐ 3-4 persons
- ☐ 5+

What was your household income level before income taxes in 2004?

- ☐ Less than \$10,000
- ☐ \$10,000 to \$14,999
- ☐ \$15,000 to \$24,999
- ☐ \$25,000 to \$34,999
- ☐ \$35,000 to \$49,999
- ☐ \$50,000 to \$74,999
- ☐ \$75,000 to \$99,999
- ☐ \$100,000 to \$149,999
- ☐ \$150,000 to \$199,999
- ☐ More than \$200,000

Are there other employed person(s) in household?

- ☐ Yes
- ☐ No

If yes, where do they work? (indicate which town, village, city)

How many registered cars are in your household?

How many licensed drivers are in your household?

Are you a resident of Tompkins County?

☐ Yes

☒ No

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Tompkins County/Cornell Employee Commuter Survey

Section IV - Household Characteristics For Non-Tompkins Residents

What county do you live in?

How many years have you lived at your current residence?

 Years

Do you rent or own?

☐ Rent

☐ Own

Have you ever lived in Tompkins County?

☐ Yes

☐ No

☐ If yes, within last 5 years?

☐ More than 5 years ago?

Why do you live outside Tompkins County? **(check up to three choices)**

☐ Housing is less expensive

☐ To be closer to family/friends

☐ Spouse/partner works outside Tompkins County

☐ Prefer the quality of life in my community

☐ Prefer the schools in my community

☐ Property taxes are lower in my community

☐ Other (specify):

If housing were more affordable in Tompkins County, would you consider moving closer to where you work?

- ☒ Yes
☐ No

If housing were more available in Tompkins County, would you consider moving closer to where you work?

- ☒ Yes
☐ No

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Tompkins County/Cornell Employee Commuter Survey

Section IV - Household Characteristics (continued) **For Non-Tompkins Residents**

What type(s) of housing would you be interested in? **(Check all that apply)**

- ☐ Single Family Residence
- ☐ Two Family Residence/Duplex
- ☐ Rural Residence with 10 or more acres of land
- ☐ Estate – a luxury residence with at least 5 acres of land
- ☐ Mobile Home
- ☐ Apartment
- ☐ Condominium
- ☐ Mobile Home Park

What type of area(s) would you be interested in? **(Check all that apply)**

- ☐ In or adjacent to a traditional village (e.g. Groton, Dryden, Freeville, Trumansburg)
- ☐ In or adjacent to a city neighborhood (e.g. Fall Creek, Belle Sherman)
- ☐ In or adjacent to a suburban village (e.g. Lansing, Cayuga Heights)
- ☐ In a suburban area
- ☐ In a rural area dominated by farms
- ☐ In a rural area dominated by forests
- ☐ In or adjacent to a rural hamlet (e.g. Brooktondale, Danby, McLean, Jacksonville)

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Tompkins County/Cornell Employee Commuter Survey

Additional Comments

Please provide any additional comments:

(Limit 5000 characters - any text beyond 5000 characters will be truncated.)

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Submit Survey

Finish Later

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Tompkins County/Cornell Employee Commuter Survey

Thank you for taking the time to complete this survey!

If you have questions or require technical assistance with this survey, please [email](#) the Survey Research Institute or call 607-255-3786.

B. Announcement Letter

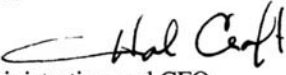


Cornell University
Administration, Facilities, and Finance

Harold D. Craft Jr.
Vice President for
Administration & CFO
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Ithaca, New York 14853-2801
t. 607.255.4618
f. 607.255.9579
e. hdc3@cornell.edu

March 30, 2005

To: Cornell Faculty and Staff

From: Harold D. Craft Jr. 
Vice President for Administration and CFO

Subject: Campus Survey

I am writing to seek your input on a subject about which I suspect almost every member of the Cornell community has an opinion – parking and transportation. We want to understand more clearly how you get to work, why you choose one transportation mode over another, and what other options you might consider, if they were available.

We seek this information in the first step of a county-wide study into ways by which the county transportation infrastructure, including park-and-ride lots, might be adjusted to make movement from home to work and elsewhere easier and more efficient. Since the Cornell community represents the largest single group in the county, the study will begin with data from Cornell, but other employers throughout the county will be asked to participate in subsequent phases.

In that spirit, the Ithaca-Tompkins County Transportation Council and local officials, with our team in Transportation and Mail Services, have developed a survey to assess the commuting habits and preferences of Cornell faculty and staff. The survey process will be conducted by Cornell's Survey Research Institute (SRI).

The survey should take about ten minutes to complete and will be sent to you by email. If you prefer to respond in writing, SRI will be glad to provide you with a hard copy of the survey. If so, please call Jan Eckert at 255-4628.

We value your participation in this effort to solicit the views of all Cornell faculty and staff. I sincerely hope that you'll be game to take a few minutes to complete the survey. My thanks in advance for your help.

C. Initial Invitation E-mail (April 8, 2005)

FROM: VP Hal Craft

SUBJECT: Tompkins County/Cornell Employee Commuter Survey

Dear [[name]],

I am writing to seek your input on a subject about which I suspect almost every member of the Cornell community has an opinion – parking and transportation. We want to understand more clearly how you get to work, why you choose one transportation mode over another, and what other options you might consider, if they were available.

We seek this information in the first step of a countywide study into ways by which the county transportation infrastructure, including park-and-ride lots, might be adjusted to make movement from home to work and elsewhere easier and more efficient. Since the Cornell community represents the largest single group in the county, the study will begin with data from Cornell, but other employers throughout the county will be asked to participate in subsequent phases.

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We value your participation in this effort to solicit the views of all Cornell faculty and staff. I sincerely hope that you'll be game to take a few minutes to complete the survey. My thanks in advance for your help.

With Best Regards,

Harold D. Craft, Jr.

To access the survey, please use the following URL:

<http://sri.cornell.edu/XXXXXX>

If you have any questions or require technical assistance with this survey, please do not hesitate to contact staff at the Survey Research Institute at 607-255-3786 or surveyresearch@cornell.edu.

D. Follow-up E-mails to Non-Respondents

First Follow-up: April 13, 2005

Second Follow-up: April 20, 2005

FROM: Harold D. Craft Jr. surveyresearch3@cornell.edu

SUBJECT: Tompkins County/Cornell Employee Commuter Survey - Reminder

Dear [[fname]] [[lname]],

You recently received an email asking for your participation in the Tompkins County/Cornell Employee Commuter Survey. Our records show that you have not yet completed the survey and we want to give you another opportunity to participate. We value your participation in this effort to solicit the views of all Cornell faculty and staff. I sincerely hope that you'll be game to take a few minutes to complete the survey. My thanks in advance for your help.

With Best Regards,

Harold D. Craft, Jr.

To access the survey, please use the following URL:
[http://sri.cornell.edu/parknrid/index.cfm?id=\[\[survid\]\]](http://sri.cornell.edu/parknrid/index.cfm?id=[[survid]])

Please make sure you press the "Submit Survey" button once you have completed the survey.

If you have any questions or require technical assistance with this survey, please do not hesitate to contact staff at the Survey Research Institute at 607-255-3786 or surveyresearch3@cornell.edu.

Third Follow-up: May 2, 2005

FROM: SRI surveyresearch3@cornell.edu

SUBJECT: Tompkins County/Cornell Employee Commuter Survey – Final Reminder

Dear [[fname]] [[lname]],

You recently received an email asking for your participation in the Tompkins County/Cornell Employee Commuter Survey. Our records show that you have not yet completed the survey and we want to give you one last opportunity to participate in this effort to solicit the views of all Cornell faculty and staff. Thanks in advance for your help.

To access the survey, please use the following URL:
[http://sri.cornell.edu/parknrid/index.cfm?id=\[\[survid\]\]](http://sri.cornell.edu/parknrid/index.cfm?id=[[survid]])

Please make sure you press the "Submit Survey" button once you have completed the survey.

If you have any questions or require technical assistance with this survey, please do not hesitate to contact staff at the Survey Research Institute at 607-255-3786 or surveyresearch3@cornell.edu.